

The China Mail.

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PRICE, \$24 PER ANNUM.

VOL. XXXVI. No. 5212.

號四月三日一千八百八十一英

HONGKONG, WEDNESDAY, MARCH 24, 1880.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & GOTCH, Ludgate Circus, E.C. BATES, HENRY & CO., 4, Old Jewry, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEONIE ROYNT, 19, Rue Moncey, Paris.

NEW YORK.—ANDREW WIND, 165, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLOR & CO., Singapore. C. HEINRICH & CO., Manila.

CHINA.—MACAO, MEISSNER A. DE MELLO & CO., Macao. NICHOLAS & CO., AMoy, WILSON, NICHOLAS & CO., FOOCHEW, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WILSON, Yokohama, LANE, CRAWFORD & CO.

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL.....\$300,000.
RESERVE FUND.....\$150,000.
BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial Places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

FOR 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. "
" 12 " " 5 per cent. "

HEAD OFFICE.—39A, THREADNEEDLE STREET, LONDON, E.C.

LONDON BANKERS.—

NATIONAL PROVINCIAL BANK OF ENGLAND.

NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

Interest allowed on CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balance; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent. per annum.

R. H. SANDEMAN,
Manager.

Hongkong, November 1, 1879.

Notices of Flights.

NOTICE.

WE HAVE THIS DAY authorized Mr. CARL VON PUSTAU to sign our Firm by Procuration.

PUSTAU & CO.

Hongkong, February 25, 1880. ma25

NOTICE.

MR. GUSTAV HARLING has been authorized to sign our Firm here and at SHANGHAI from this date.

EDWARD SCHELLEBASS & CO.

Hongkong, March 15, 1880. ma29

NOTICE.

MR. CHARLES T. HIRST was Admitted a PARTNER in our Firm on the 1st January, A.D.

HESSE & CO.

Hongkong, March 4, 1880. ap1

NOTICE.

MR. HENRY CRAWFORD will sign our Name for Procuration from this Date.

LANE, CRAWFORD & CO.

Hongkong, March 4, 1880. ap1

NOTICE.

I HAVE THIS DAY established myself as GENERAL COMMISSION AGENT and AUCTIONEER in this Colony, at 45, Queen's Road Central, under the Style or Firm of "EGA DA SILVA & CO."

A. A. EGA DA SILVA.

Hongkong, March 20, 1880. ap20

NOTICE.

MR. N. O. STEVENS is hereby authorized to sign our Name by Procuration at AMOY, the Port held by Mr. EWALD OEGNING from this Date.

RUSSELL & CO.

China, February 9, 1880. my1

NOTICE.

THE Undermentioned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Agents.

ARNHOLD, KARBERG & CO.

Hongkong, Sept. 3, 1879. See80

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ARNHOLD, KARBERG & CO.</

Mails.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MED-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON,
VIA BOMBAY;

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PEGUINIAN AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KARAK-HIND, Capt. R. MITCHELL, will
leave this on WEDNESDAY, the 24th
instant, at 11 p.m.

Tea and General Cargo for London will
be conveyed via Bombay without tranship-
ment, arriving one week earlier than by the
direct route. Silk and Valables will be
transferred to the Calcutta steamer at
Galle.

For further Particulars, apply to
A. MOIVET, Superintendent.
Hongkong, March 11, 1880. m25

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. GALEO will be despatched
for San Francisco via Yokohama,
on WEDNESDAY, 7th April, 1880, at
3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 6th April. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day: all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION made on RETURN PAS-
SENGER TICKETS.

Circular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, March 17, 1880. ap7

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSSELLA;

ALSO,
PONDICHERRY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON WEDNESDAY, the 31st March,
1880, at Noon, the Company's S. S.
DURMIERAH, Commandant HERNANDEZ,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m. on
the 30th March, 1880. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 18, 1880. m21



MITSU BISHI MAIL STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE,

THE S. S. NIIGATA MARU, Capt.
WALKER, due here on or about the
25th instant, will be despatched as above
on SATURDAY, the 3rd April, at Day
Light.

Cargo received on board and Parcels at
the Office up to 6 p.m. of 2nd April.

No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken; otherwise they
will not be recognized.

RATE OF PASSAGE.

To KOREA.....Cabin \$60. Steerage \$15.
YOKOHAMA & S. S. NIIGATA MARU.....Do. \$75. Do. \$20.
NAGASAKI.....Do. \$75. Do. \$20.

A REDUCTION is made on RETURN CASH
PASSEGES.

CARGO AND PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Office, No. 504, QUEEN'S
ROAD CENTRAL.

Hongkong, March 22, 1880. ap8

INSURANCES.

YANGTZE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 200,000
SPECIAL RESERVE FUND.....Tls. 200,000

TOTAL CAPITAL AND AC-
UMULATION, 25thTls. 856,370
April, 1879.

Directors.
F. B. FORES, Esq., Chairman.

M. W. BOYD, Esq. | Wm. MEYER, Esq.
O. LUCAS, Esq. | S. D. WEBB, Esq.

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & CO., Secretaries.

LONDON BRANCH
Messrs BARING BROTHERS & CO.,
Bankers.

FULLARTON HENDERSON, Esq.,
Agent, 8, St. Michael's Alley, Cornhill, E.C.

RUSSELL & CO., Agents.

Hongkong, October 1, 1879. 10s80

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & CO., Agents.

Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World,
in accordance with the Company's Articles
of Association. Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.

Hongkong, December 9, 1878.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

A GENOLES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Peiping.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current
at the above mentioned Ports.

NO CHARGE FOR POLICE FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First,
A.D. 1720.

THE Under-signed having been appointed
Agents for the above Corporation are
prepared to grant Insurance as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STEPPING.

THE Under-signed are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored thereon, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, terms of pro-
posals or any other information, apply to

ARNOLD, KARBERG & CO.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1834.

Capital of the Company £1,000,000 Sterling
of which is paid up £100,000

Reserve Fund upward of £120,000

Annual Income £200,000

THE Under-signed have been appointed
Agents for the above Company at
Hongkong, Canton, Macao, Amoy, Foochow,
and Hankow, and are prepared to grant
Insurance on currents.

HOLLIDAY, WISE & CO.

Hongkong, October 15, 1868.

INSURANCES.

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SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.

MEYER & CO., Agents.

Hongkong, June 3, 1879. 5jns80

SCOTTISH IMPERIAL INSURANCE
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduction
in Premium for LIFE Insurance in
China.

MEYER & CO., Agents.

Hongkong, June 2, 1879. 2jns80

POST OFFICE NOTICES.

MAILS will close:—

MAILED BY THE BRITISH PACKER.—

The British Contract Packets Kaiser & Hind
will be despatched on WEDNESDAY,

the 24th March, with Mails to and
from the United Kingdom and
Europe and Brazil; to the Straits
Settlements, Batavia, Burmah, Ceylon,
India, Aden, Egypt, Malta, and Gib-
ralter. This is the best opportunity
for forwarding Correspondence to
Mauritius, E. Africa, the Cape, St. Helena,
and Ascension.

NOTE.—This Packet carries no mails for the
Australian Colonies.

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THE CHINA MAIL.

No. 5212.—MARCH 24, 1880.

very presentable team has been got together and we observe with pleasure that it is composed of no less than six nationalities, Scotland furnishing 3, Ireland and Germany 2 each, and England, Wales and Sweden 1 each. We do not see much of our local beauties, and we trust they will make such a display as will do credit to their uniform in which they will no doubt appear. The following is the team selected:—Capt. Coxon, W. K. Hughes, A. R. Travers, W. Schmidt, A. Wohlers, O. Wassenius, W. Ross, J. Boyd, W. Legge, H. E. Wodehouse.

The employes of the China and Oriental Sugar Refineries in Hongkong and Swatow have in the most liberal manner offered a Cup to the Yacht Club to be raced for, and the match has been arranged to come off on Saturday next. Added to the Cup, which is of the value of \$75, a money prize of \$25 is offered, to be divided amongst the Chinese crew of the winning yacht. The course is from Kowloon Coalwharf to a mark of Cow-chow, thence round Channel Rocks in Ly-ee-moon; back to Cow-chow, and finish at P. M. S. S. Co.'s buoy, 28 miles. Time alluvion, same as in last match. Entrance \$5; start 10 o'clock. Three boats to start. Match to be concluded before 6 o'clock p.m.

Naid, Naomi, and Adel have already entered, and the only thing required is a breeze.

When the last mail left San Francisco the now arrival of two vessels from Hongkong, considerably overdue, was causing some speculation. They were the *Honeymoon* and the *Antioch*. The British barque *Honeymoon*, Captain Dingle, left Hongkong on or about the 16th of last October in ballast, and consigned to Balfour, Gulliford & Co. She is a wooden vessel, built in Liverpool, England, four years ago, and owned by Cruckshank, Glass & Co. of Liverpool. The American barque *Antioch*, Captain Andrew Weeks, left Hongkong on the same day as the *Honeymoon*, laden with a general cargo of Chinese merchandise valued at \$4164, and consigned to C. L. Taylor. She is valued at \$12,000, and is owned by Preston, McKinnon & Co., and is a good vessel, being 15 years old.

A poor crazed Portuguese seaman, known as Phillip, had a narrow escape of losing his life in the harbour to-day. Impressed with the idea that he was a saint (or rather two saints, claiming to be St. Philip and St. Iago rolled into one) and imagining that he shared with other saints the power of walking on the water, he jumped from Pedder's Wharf into the water with the intention of walking to Macao. A police constable, Gool Mahomed, No. 569, as constable as he was, plunged in after the madman, and with the assistance of a constable, Lord Derby from Lord Beaconsfield and Salisbury at a critical moment, and it remained a question whether the general safety of the public in the political affairs of Europe will impair the hold of Ministers upon the constituencies and their power to their opponents, led by the brilliant phalanx of Gladstone, Bright, Lowe, Hartcourt and others of the united, and by Argyl, Granville, Hartington and others of the nobility.

One can not but acknowledge that the proponderance of capacity and moral weight, as represented by active leaders at present with the Liberals; but the influences arrayed in the support of the present Administration are enormous.

The project of Commander Cheyne to reach the North Pole by the aid of Balloons is justly criticized by Lord Bury, as of an inflated hot-air tendency to the sacrifice of life; though his lordship treats it in more serious phrase than this.

SIGNS AND PROJECTS OF THE DAY.

Canton, March 23.

Recently we saw an announcement that the Lord Chancellor was preparing to submit to Parliament a comprehensive scheme for a reform of the Land Laws; but the telegram since to hand tells us of the dissolution of Parliament. The inference is, either that the Ministry finally shrank from the responsibility of the initiative in a measure so fundamental and so vital to their supporters especially,—whilst conscious of the imperative need of dealing with it,—or saw signs of a lessening hold upon the constituents as the consequence of a delay of the dissolution. At this point of time and of events it is perhaps pardonable to recall what we wrote on the 24th of February 1874, at the moment of getting here, the telegram announcing the then new Ministry; especially as Lords Salisbury and Derby have both so acted their parts as to verify our contrast of them and have illustrated our delineations of their individual characteristics.

"And so the reactionary wave, whose

approach we saw some time ago, has borne

into power a purely Conservative Ministry

and one cast in a form showing the healing

of a former breach and assuring adhesive

solidity; nor should we be surprised if

this Administration proved longer-lived

than Mr Gladstone's has. The animating

principle of a conservative reaction is a re-

assertion of the national spirit; and to this

case it has been contributed by to acci-

dental causes from time to time until the

cumulative influence has wrought a readi-

justment of moral power—a moral power

that had been frittered away, a hostile

critic would say, by a sort of piddling pol-

icy. But there are no lasting blots on the

bright record of Mr Gladstone; and history will assign him a high place as an

administrator, though he lacks, as yet, the

firm grasp and steady poise that gave his

example. Poor, his statesman-like contri-

bution. We may say that the domini-

ng spirit reasserts itself in this change,

though not with retroactive force; for

whilst Lord Salisbury might be said to em-

body it uncompromisingly, Mr Disraeli is

his philosophical exponent, and Lord

Derby's prudence and wisdom, (which we

may call uncommon common-sense) will

bear the helm of State to the safer side in

with the larceny and property of the value

of \$100 on the 23rd inst.

Sam Po Hing, a man of independent

means residing in Canton, said he came to

Hongkong on the 23rd inst. accompanied

by a servant. He rented an unoccupied

house opposite the Fire Brigade Station, and

then went into possession about noon. His

baggage consisted of a pillow box, some

oldings, and a box of clothes. About 5

p.m. he and his servant went out, with

the latter fastening the outer door with a

padlock. He dined with a friend on the

Praya and at 7 o'clock sent his servant

back for some clothes, when it was dis-

covered that the house had been broken

into and property to the extent of \$160

stolen.

Information was given to the police, and

the defendant was arrested in a brothel

with part of the stolen property in his

possession.

Defendant gave the common excuse that

a man of course unknown, gave him the

things to carry to a brother, and he did

not know why he was arrested.

Sentence, six months' imprisonment with hard labour.

THE CRUCIAL TEST OF CONSISTENCY AND OF THE TRUE CONSERVATION THAT HOLDS TO PRUDENT LINE OF POLICY PRESERVATIVE OF A MORAL WELL AS POLITICAL AND MATERIAL PRESTIGE.

Cheung Atam, a fisherman, found guilty

of being in possession of a number of fishing nets and a pair of unfinished trousers,

knowing the same to have been stolen, was sentenced to six months' imprisonment with hard labour.

JAPAN.

A notice has been posted on the door of the British Consulate to the effect that after Monday, the 15th instant, proceedings will be taken against Mr. Poole, a subject resident at Hioo who had not registered themselves on or before the 1st instant.

From the *New York Times* of the 6th inst., we learn that the fire on board the American ship *St. Charles* had been entirely extinguished, and that the vessel was burnt down to her 18-foot mark. Salvaging operations had been pushed on rapidly, and about 1,600 cases of tobacco had been taken out of the two decks, the operations having been carried far enough to show that all the cases (over 23,000 cases), in the lower hold, had been saved. It would thus seem that the cause of the fire is unknown.

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present Administration are enormous.

At the request of Captain E. V. Gates,

the master of the *St. Charles*, a Court of

inquiry has been held at the United States

Consulate to investigate the circumstances

of the loss of the vessel by fire.

The Court consisted of J. Stahel, Esq., U. S. Consul, and Messrs. D. Carroll, T. F. Moir, and E. H. Gill, Assessors. The captain and officers of the *St. Charles*, as well as several of the crew, were examined, and after a careful investigation the following decision was rendered:—1st: That the origin of the fire is unknown. 2d: That in our opinion no blame attaches to any of the crew for extinguishing the fire. 3d: That the inflammatory nature of the cargo rendered the best efforts of the captain and crew, and the assistance obtained and rendered from and by the English, German and Italian men-of-war to put out the fire, and their efforts only ceased when the ship was in flames and the uncontrollable.

James "Ned" one of the seamen belong-

ing to the crew of the *St. Charles*, has been

arrested in the United States Consular Court

before J. Stahel, Esq., Consul, acting judicially, and Messrs. J. Koch, H. G. O. Jones, D. H. Taylor, and D. H. Wilson, on

the charge of murdering James King, late

3rd mate of the same vessel, in the

Hotel, under circumstances already re-

ported to our columns. The prisoner was

sentenced to imprisonment for twenty years at the gaol for American

justice at Kanagawa.

"When the enterprising burglar isn't burgling,

Chorus: Isn't burgling,

When the cut-throat isn't picketed up in chains,

Chorus: Isn't picketed up in chains,

He loves to hear a little braggadocio singing,

Chorus: Braggadocio singing,

And listen to the merry village chimes,

Chorus: Village chimes,

When the under-dwarfed jumpon his mother,

Chorus: On his mother,

He loves to lie in a basking in the sun,

Chorus: In the sun,

O take care! considerate wife,

Chorus: With anger,

The policeman is not a happy one,

Chorus: Happy one!

THE FRENCH OPERA BOUFFE COMPANY AT THE CITY HALL.

Madame Dorian's French Opera Co.

metrique Company inaugurated a short

season of opera bouffe at the City Hall

last night, when was presented Lecocq's

"Girofle-Girofle."

The audience was

unfortunately a very small one, and

we think the directors were ill-advised

to have commenced her performances in

Passion Week, as the "uno" guide

generally the most consistent patrons of

theatrical entertainments, will not be

induced to appear at the French School,

and sang with great success.

Mr ROBERT HART, O.M.G.

(*N. C. D. Notice*.)

Most readers of the English papers

will have recently, first by Eliza May's

company, and afterwards by Clara

Stanley's Opera Troop, that it must be

too fresh in the minds of all playgoers to

require any detailed description of either

of these two companies.

As the "two" words, choose the plainest;

the commonest, the most idiomatic. Choose

fine words as you would write; use simple

ones as you would native roses on your

cheek.

The English Government have resented

the expression of every description of

idle, frivolous, and contemptuous language

in the English language.

